

# The Wheeling Intelligencer

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WHEELING, WEST VA., SATURDAY MORNING, JULY 19, 1879.

VOLUME XXVII.—NUMBER 280.

## The Intelligencer.

Office: Nos. 25 and 27, Fourteenth Street.

PRESIDENT THOMPSON, of the University, has been on a trip to Braxton county, and pays quite a compliment to its people in the Educational Journal.

The Pittsburgh mail manufacturers, despite the declaration of Wheeling to advance the card, have issued a 2.35 price list. They write that the state of trade fully justifies the advance, and that one Pittsburgh manufacturer has already refused to book an order for 5,000 kegs at the new price.

The excursionists who leave this city this afternoon for Cleveland, and who would like to make the most of the season of recreation, cannot do better than to join an excursion to Detroit, which leaves Cleveland on Monday morning at 8 o'clock by the steamer City of Detroit, for \$1 the round trip. The inhalation of lake breezes, and the delightful passage will be novelties which we don't suppose many who will go have before experienced.

The Wellburg Herald says: Nathaniel Wells has leased the stone quarry on his premises in Brooke county, W. Va., adjacent to the P. W. & Ky. R. R., just above McLaughlin & Long's Chemical Works, W. Va. Twenty to twenty-five men will be put to work quarrying out ballast for the Pan Handle Railroad. The largest pieces are to go through a three-inch ring, and the smallest through a one-inch.

The Cincinnati Board of Education has passed resolutions demanding that none but teachers of the highest intellectual qualifications and the purest morals be employed, and ordering the consideration by a special committee of the propriety of striking out of the rules concerning the employment and compensation of teachers all discrimination as to sex, leaving the Board at liberty to employ the best obtainable talent—be it masculine or feminine—for all departments of the schools.

The sales of wheat in Baltimore for the week ending yesterday aggregated 3,500,000 bushels, about the largest transactions in the same period recorded there. Of this over 300,000 bushels were Southern wheat. For August delivery the sales were 1,250,000 bushels, and the remainder was spots and other future dates. The shipments were nearly half a million bushels, which were large for the opening of the wheat movement. It is predicted that Baltimore will have the briskest wheat business next fall and winter ever known. The crop is large and the world wants it. This port, with its ample terminal facilities and short lines to the grain fields of the West will get a full share of the trade in cereals.

One of the largest sugar mills in the world is soon to be erected in St. Charles Parish, Louisiana. The total weight of this mill, including the engine, will be 300,000 pounds. The latter will be of about 300 horse-power. The rollers are to be 7 feet long and 40 inches in diameter, weighing each 18,000 pounds, or in all 54,000 pounds. The shafts are of wrought iron, 18 1/2 inches in diameter, and 20 inches long. The housings, made of the best gun metal, are each 14 feet long with 18-inch shafts, and will weigh 54,000 pounds. It is estimated that with this machinery there will be a gain of more than 30 per cent on the work of the ordinary mills. A number of single or three roller mills and a few five roller mills have been erected in the State recently.

### Extensive Grain Buying in Central Illinois.

A telegram from Springfield, Ill., to the Chicago Tribune, under date of the 14th, says: "There is considerable excitement in the grain markets in this vicinity. Not only are local dealers at every railroad station in the country making exertions to contract for all the wheat in their vicinity, but representatives of Eastern exporters and Louisville and New Orleans houses are in the city, and from here dispatch agents to all the surrounding stations to contract for both wheat and corn. For a day or two, when the movement first commenced, there was a disposition on the part of the Eastern representatives and the agents of Chicago firms to bid against each other, but this appears to have come to an end, and an understanding seems to have been reached. It is asserted by responsible parties that 50,000 bushels of fall wheat have been contracted for delivery at the warehouses on the lines in this vicinity for shipment to Chicago by Monday night, and at least 150,000 bushels more for shipment to Baltimore by July 15. It is stated, upon authority, that there are on deposit at the various banks in the city upward of half a million dollars in the credit of leading grain dealers in Baltimore, Philadelphia and New Orleans."

### The Chesapeake and Ohio and its Connections.

The managers of the Chesapeake and Ohio Railroad, having prudently allowed their enterprise to rest during the late years of depression, are now availing themselves of the returning national prosperity for completing their undertaking in its various ramifications. President Huntington has just issued a circular calling the attention of the friends of the Company to the importance of helping forward such further works as are necessary to giving the road those connections with its sources of traffic at the Western end and with a good harbor at the coast. The road, as at present constructed and operated, extends from Richmond, Va., to Huntington on the Ohio river, a distance of 423 miles; and of this section of the road Mr. Huntington says:

"While the coal, iron, timber and other natural resources with which this route through Virginia and West Virginia abundantly are giving it a steadily increasing local business, which will ultimately reach very large proportions, their development must, necessarily, be gradual; and to build up a traffic from these sources alone, without Western connections, that will enable the road to earn sufficient to meet its obligations is not

probable, nor, we may say, possible for many years to come."

Mr. Huntington therefore informs the security holders of the Chesapeake & Ohio that the plans definitely decided upon as immediately essential, in order to utilize the superior advantages which the Chesapeake & Ohio Railway possesses as a through route from the interior—more especially from the West and Southwest—to the seaboard, and to the eastern centers of population and commerce; to realize the original purpose, in view of which it was carried over the Alleghenies to its present terminus on the Ohio River in 1873, and secure the results above referred to, are:

First. The completion of the Elizabethton, Lexington and Big Sandy Railroad through Kentucky, from its present eastern terminus at Mount Sterling to the Big Sandy river, near Huntington, where it will join the Chesapeake and Ohio, and connect it via Lexington, Ky., and the Louisville, Cincinnati and Lexington Railroad, with Louisville and the West and Southwest, and via the Cincinnati Southern and Kentucky Central with Cincinnati and the Northwest, and with points southward to Chattanooga, besides bringing its large proportion of the traffic and travel between the fertile and prosperous regions of Central and Northern Kentucky and the East.

Second. The extension of the western end of the Chesapeake and Ohio Railway from its present terminus at Huntington to the Big Sandy river, to form a connection with the above, a distance of about seven miles.

Third. The extension of its eastern terminus to the deep water of the Chesapeake Bay. At distances varying from fifty to seventy-five miles through a level tide-water country, either one or several desirable points for this purpose may be reached, where vessels of the largest tonnage can arrive, load and depart with greater facility, economy and saving of time, and where freight can be handled and transferred to and from vessels at short distances from any of the shipping points on the Atlantic coast reached by the other trunk lines.

These two terminal extensions will form parts of the Chesapeake and Ohio Railway itself, and can be built by this company in a short time and at moderate cost, as the Western connection approaches completion.

The completion of the E. L. & Big Sandy Railroad is to be undertaken immediately, responsible parties having recently entered into a contract to complete the road to a junction with the Chesapeake & Ohio at the Big Sandy river, and receive payment in securities of that company on terms that have been agreed upon as mutually advantageous and satisfactory.

The E. L. & Big Sandy is a separate and independent corporation, organized under the laws of Kentucky. Thirty-three and a half miles of its road, from Lexington east to Mount Sterling, were built prior to 1873, at a cost of about \$1,200,000, without the creation of any mortgage debt. The distance remaining to be completed is 88 1/2 miles, making, in all, from Lexington to the Big Sandy River, 121 1/2 miles. It is now proposed that this gap, which is all that is lacking to the perfection of an important system of railway connections, of which the Chesapeake & Ohio Railway will form the trunk, shall be filled under conditions which will ensure unity of interest and management between it and the Chesapeake & Ohio. The resources of the company for construction are as follows:

Capital stock, other than that issued to counties, towns and others, say \$3,000,000. First mortgage Bonds—The company is authorized to issue \$3,500,000, in its first mortgages, bearing at five per cent, bonds of which \$1,000,000 will be reserved for equipment and other purposes, leaving available for new construction \$2,500,000. Aid Bonds—The company is to receive \$500,000 in bonds from each of the counties of Kentucky and Montgomery when the road runs between Lexington and the Big Sandy river.

Much of the right of way has been secured and it is believed that the remainder will be donated.

Messrs. Fisk & Hatch, as financial agents of the Chesapeake and Ohio Railroad, have issued to the holders of the securities of that company a letter inviting subscriptions for \$1,200,000 of the first mortgage 6 per cent bonds of the E. L. & Big Sandy Railroad Company to effect the completion of the construction and the equipment of the line. There is an evident propriety in making this appeal to those already interested in the Chesapeake and Ohio, as the work undertaken is fraught with the highest possible advantage to that company, and indeed is essential to the completion of its plan and the realization of its prospects. Messrs. Fisk & Hatch say, in their letter:

"The facts and considerations which should influence your action in a matter of so much importance to you are so fully set forth in the accompanying papers that it is unnecessary that we should go into further detail. No one can read them more attentively, and at the same time trace on the map the relations which the Elizabethton, Lexington and Big Sandy Railroad bears to the Chesapeake and Ohio, realizing at once the influence which the completion of this connection will have upon the future of the Chesapeake and Ohio Railroad. The most natural thoroughfare from a large portion of the Great West to the seaboard lies in its line to the waters of the Lower Chesapeake Bay. With its connections, present and future, it will become one of the East and West trunk lines between the seaboard and the growing regions of the interior, possessing advantages more favorable in many respects than any of the others."

The New York Central and the Pennsylvania railroads each pay interest and dividends on nearly \$130,000,000; the New York, Lake Erie and Western side fair in time to do the same on a still larger amount; the Baltimore and Ohio is crowded with an enormous business, while its \$60,000,000 of stocks and bonds are considered among the best investments in the country. The Chesapeake and Ohio, with its splendid location in a climate neither too hot in summer nor too cold in winter for the safe and uninterrupted transportation of merchandise and products of every sort, has to earn interest on less than \$30,000,000 of bonds to make it a success, so far as its bondholders are concerned.

### For Twenty Years.

New York, July 18.—John Hope, convicted of the robbery of the Manhattan Savings Bank of \$30,000 of securities, &c., has been sentenced to the State prison for twenty years.

### An M. D.'s Opinion.

"I can honestly recommend the Bethesda Water for curing all diseases of the kidneys, including Bright's disease and diabetes. Also urinary difficulties in general. His finances are all right, and Gov. English, President of the Bank, says the depositors can all have their money."

## DOMESTIC NEWS.

### No Abatement of Yellow Fever at Memphis.

Memphis, July 18.—Two new cases of yellow fever were reported to the Board of Health this morning, Fred. Rekers, a barber, and J. M. Williamson. Both of these parties have been sick for two days, and the yellow fever symptoms were fully developed to-day. All trains going out late last night were crowded, and many are leaving to-day. While a majority of the physicians do not apprehend the fever to rage in the city, they advise all those who can to leave the city. The weather is warm and sultry to-day after the thunder storm of last night.

### The Exodus of the Memphians Continues.

Further Particulars of the Stranding of the State of Virginia.

### Ex-Senator Ramsey to be Secretary of McCrory's Successor.

THE CITY OF DEATH.

Yellow Fever on the Increase at Memphis.—Business Generally Suspended, and the Exodus of the People Unabated.

MEMPHIS, July 18.—Two new cases of yellow fever were reported to the Board of Health this morning, Fred. Rekers, a barber, and J. M. Williamson. Both of these parties have been sick for two days, and the yellow fever symptoms were fully developed to-day. All trains going out late last night were crowded, and many are leaving to-day. While a majority of the physicians do not apprehend the fever to rage in the city, they advise all those who can to leave the city. The weather is warm and sultry to-day after the thunder storm of last night.

### Three More New Cases.

MEMPHIS, July 18.—Three new cases were reported to the Board of Health this afternoon.—Mrs. B. Adams, 73 Clay street; Miss Mollie Hammer, 261 South street; Miss Kate Watson, 281 South street. All reside in the immediate neighborhood of the Heister families. These, together with the two other cases, make sixteen as the total number of cases reported since the 9th inst. Fred. Rekers, who was reported this morning, died at 1 P. M., and was buried immediately afterwards.

The total number of deaths from yellow fever to date are seven, which includes the death this afternoon. Business is almost entirely suspended, especially among the wholesale merchants. Large crowds of citizens are leaving on every train that departs from the city. The Manhattan and Emmet Banks closed their doors to-day, leaving their collections and deposits to the care of other banks. A detachment of the Chicago Guards and the Bluff City Greys, leave to-night for Clarksville, Tenn., where both companies will go into camp.

Mrs. Robert Hester and one of her children are reported to be in critical condition. The other members of the family are progressing favorably.

### Looks as if They Expected the Worst.

LOUISVILLE, July 18.—The Board of Health of this city will meet to-morrow to consider the situation at Memphis. The following explains itself:

MEMPHIS, July 17.

To E. D. Standiford, Pres't of L. & N. & G. S. Road:

If the yellow fever becomes epidemic it will be necessary to send the poor out of town. What will your road do towards helping us out? We cannot pay to pay full rates, but are willing to do what we can. Please make as low rates as possible, and authorize your ticket agent to honor my orders.

D. L. PORTER.

The following is President Standiford's response:

LOUISVILLE, July 18.

In reply to your telegram I would say, in the event that it becomes necessary to remove the poor from the city of Memphis, I will make a half-rate for them on our road to points in Tennessee. It would seem to me better that they would seek the country, where they can obtain employment, than that they should be crowded into the city, where they would probably have to remain idle and pay exorbitantly for all the necessities of life, thereby causing them much suffering.

(Signed) E. D. STANDIFORD.

### Action of Galveston Board of Health.

GALVESTON, July 18.—The Board of Health to-day adopted a resolution that no freight, mail or passengers leaving New Orleans after 8 A. M. July 21st, be allowed to enter this port. Mails will be allowed to come via St. Louis or New York, provided the passengers have been quarantined at the city after the expiration of twenty-five days from leaving New Orleans. This action is based on New Orleans having raised the quarantine against Memphis, and the probability of the germ of the disease being in New Orleans and liable to develop at any moment, as in the case of Memphis.

### Strict Quarantine at Cairo.

CAIRO, July 18.—At a meeting to-day the Board of Health adopted the system of quarantine regulations as set forth by the National Board. It was also resolved that all boats touching at Memphis, or any infected point, will not be allowed to land here. Passengers by train or other conveyance from the same district, are also prohibited from stopping in the city.

### Proffered Hospitality.

CINCINNATI, July 18.—The Board of officers of the Chamber of Commerce to-day adopted the following:

Resolved, That during the period that the yellow fever is liable to prevail the privileges of the Chamber be extended to all refugees from the South, and all such who may visit our city are cordially invited to take advantage of this offer.

### Columbus Races.

COLUMBUS, O., July 18.—The last day of the Driving Park races. The first race, trotting, was for the 2:34 class; purse \$800. There were eight entries. The following started: Red Line, Banner Boy, Ed. Gorbilly, Yeazel, and Will Cody.

### Summary.

Red Line 1 1/2  
Banner Boy 2 1/2  
Ed. Gorbilly 3 1/2  
Yeazel 4 1/2  
Will Cody 5 1/2

### This One Was Over-Worked.

NEW HAVEN, July 18.—J. W. Mansfield, Treasurer of the Connecticut Savings Bank, attempted suicide today. His physician says he is insane from overwork and heat. His finances are all right, and Gov. English, President of the Bank, says the depositors can all have their money.

## WASHINGTON.

### SECRETARY McCORRY'S SUCCESSOR.

WASHINGTON, July 18.—From information obtained at the Executive Mansion to-day there is no doubt of the correctness of the assertion heretofore published in regard to the successor of Secretary McCrory. Ex-Senator Ramsey, of Minnesota, has been tentatively selected as Secretary of War, and has accepted. The change, however, will not occur until the present Secretary retires.

### PACIFIC RAILROAD BONDS.

Under the Thurman act the Treasury Department is buying bonds to be applied as a sinking fund for the redemption of the bonds issued in favor of the Pacific railroads by the Government. Every month an amount due those roads by the Government for transportation is withheld, and to that amount purchases are made. The bonds bought at 95 per cent, as prescribed by the act. So far \$314,850 in these bonds has been placed to the credit of the fund.

### CABINET MEETING.

The Cabinet meeting to-day was very brief. With the exception of a few routine matters the only subject under consideration was the request of the National Board of Health that a medical officer of the navy be detailed to foreign countries where fever is known to exist, for the purpose of examining vessels bound for the United States, and to such as are not infected issuing clean bills of health. The question arose whether under the act empowering the Board such details were mandatory, but was not finally determined. The sentiment of the members present appeared to be that it would be very unjust to detail these officers to such places at the risk of their lives. It is known that there will be considerable hesitation about ordering either army or naval surgeons to such duty unless the Government can supply ship sent down the Mississippi river last summer, voluntary offers should be made.

### TENNESSEE.

#### Bondholders' Suits Against Railroads.

NASHVILLE, July 18.—A development in the suits brought by the holders of Tennessee bonds against the railroads of this State is attracting much attention. An effort is being made by the bondholders to have the motion to appoint a Receiver for certain roads heard on the 26th inst. Judges Baxter and Trigg, the Circuit and District Judges, are passed over, and the motion is set for the 27th.

On the well known case of the St. Paul (Minn.) R. Co. vs. Chamberlain and others, the Supreme Court rendered a decision to-day, which is of great importance to the attention of the Board of Trade and Commission on Agricultural Depression. The Duke of Richmond replied that the granting of preferential rates was a violation of the law, but Lord Helborne overruled it.

WIMBLEDON, July 18.—A match between sixteen Canadians and sixteen Liverpool volunteers for a silver cup, was won by the former.

### ZULULAND.

FRANCE OVERTOOK OF CHIEF WAYS CONFIRMED. LONDON, July 18.—A special from headquarters, Camp Unvalos, June 20th, confirming the report of the sending of a task to the British Camp. Gewayay promised that the rest of the cattle and the two cannons captured at Isandula would follow. Lord Chelmsford sent a message saying that he would delay crossing Unvalos one day and consent to the disarmament of one thousand Zulus, instead of the entire regiment. During the night, the Zulus were seen to leave Unvalos and occupy the bush between that place and our camp. The intention to make a night march on Unvalos, was there abandoned. Gen. Wolseley has sent an officer here, asking for full information on all military points.

### BRUSSELS, July 18.—In the Chamber of Deputies, the Minister of the Interior said the report of the existence of a contagious disease among the American cattle.

That mysterious poster caught. A former clerical election agent named Van Haeme has been arrested for posting a placard threatening the life of the King. In consequence of the confession made by Van Haeme, the police made a descent on a Jesuit College.

### TURKEY.

RESIGNATION OF GRAND VIZIER REFUSED. CONSTANTINOPLE, July 18.—The Sultan has refused to accept the resignation of Khairiddin Pasha as Grand Vizier. A crisis is nevertheless expected.

### TRIPOLI'S APPOINTMENT CONFIRMED.

A firman appointing Prince Tewfik Khedive of Egypt, has been submitted to the Sultan. It is understood that the Sultan will sign it, and that the Prince will be appointed to the post.

### FRANCE.

PARIS, July 18.—Tide-gates are reported in the provinces. The river Ardeche overflowed its banks, and widely inundated the surrounding plains. The river Aye, in Dept. Gard, overflowed its banks. The damage is immense. News of further disasters is expected.

### FOREIGN NOTES.

The Chilean fleet is still blockading Iquique. The war-like preparations on the Greek frontier continue.

The Senatorial Committee on Ferry's Educational Bill elected Jules Simon President.

Prince Jerome Napoleon intends to visit Empress Eugenie as soon as she has recovered.

A dispatch from London says that in some quarters the war in Zululand is declared virtually at an end.

Gen. Garibaldi's application for the annulment of his marriage with Signorita Ramandi has been rejected.

A dispatch from Berlin says: The Russian authorities estimate the number of Tekke Turcomans at arms at 40,000.

A correspondent at Paris reports that Prince Jerome Napoleon will disclaim the intention of becoming a pretender to the Imperial throne.

A Spanish decree will be published shortly, annulling the decree of '67, relative to articles from the United States, conveyed in Spanish vessels.

A dispatch from Rome mentions a report in circulation at the Vatican that the French Legation is trying to induce the Comte de Chambord to draw to himself the clerical Bonapartes.

### Duties Abolished.

SAN FRANCISCO, July 18.—A letter from Yokohama, says the Prime Minister has issued a decree that from July 1st, export duties to be abolished on cotton and silk manufactures, silk and cotton mixtures, made dresses, prepared turn, lacquered lacquer, manufactures, lambro manufactures, copper, paper, fans and umbrellas.

### Bank Closed.

PITTSBURGH, July 18.—A special from Butler county, to the Commercial-Gazette says: The First National Bank of Butler was closed to-day by Bank Examiner Young, who reports that he finds the capital stock and reserve fund impaired. The bank will go into the hands of a receiver.

## FOREIGN NEWS.

### Discrimination of English Railways in Favor of American Meats.

NEW YORK, July 18.—No additional news in regard to the loss of the steamer State of Virginia was received this morning at the office of the State Line. It was said that no definite arrangements had yet been made for forwarding the steamer's passengers, as no instructions had been sent from the home office at Glasgow.

### Rifle Shooting at Wimbledon Range Yesterday.

LONDON, July 18.—In the prize shooting at Wimbledon yesterday Frank Hyde again was ahead at 1000 yards range. Morse, (American) Adams, (Canadian) and fourteen others made the highest possible score at 800 yards range. Hyde and six others made the highest possible score at 1000 yards.

### THE SITUATION IN SOUTH AFRICA.

Sir Michael Hicks, British Colonial Secretary, informed the House of Commons last night that he had received a telegram dated Natal, June 30, announcing that the British forces were then within 12 miles of the Zulu camp. Hicks said that he had reported that a messenger reached him from Cetewayo bearing the task sign of a message from the King, but the purport of the message does not appear. General Buller had received instructions to send the Prince Imperial home at the first opportunity.

Port Chelmsford and Fort Crook were abandoned so as to enable the troops garrisoning them to join in the advance.

### DISCRIMINATION IN FAVOR OF AMERICAN MEATS.

In the House of Lords the Marquis of Huntley complained of the railway companies for carrying American meats at lower rates than English, because of larger quantities in which the former are sent. He said that such an action was a protection to the English farmer, and asked whether the matter had been brought to the attention of the Board of Trade and Commission on Agricultural Depression. The Duke of Richmond replied that the granting of preferential rates was a violation of the law, but Lord Helborne overruled it.

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"I bought one gallon of your Bethesda Water from Mr. Moseley, for which I paid him one dollar; the effect was so astonishing that I paid for a barrel. God will bless you for placing so valuable a remedy within the reach of the poor as well as the wealthy."—From a letter to Col. Dunbar, the discoverer of Bethesda Spring.

## THE STRANDED 'STATE OF VIRGINIA.'

### Further Particulars Regarding the Disaster.

NEW YORK, July 18.—No additional news in regard to the loss of the steamer State of Virginia was received this morning at the office of the State Line. It was said that no definite arrangements had yet been made for forwarding the steamer's passengers, as no instructions had been sent from the home office at Glasgow.

A dispatch from Halifax says the purser and cook of the State of Virginia are extremely reticent, fearing that any published statement would prejudice their case before the Board of Trade investigation.

Friday, the 11th, a dense fog set in and continued until Sunday morning at 8 o'clock. Saturday night, when the Captain thought he was twenty-five miles off the east side of Sable Island, during a dense fog the ship struck on a sand bank, fifteen miles from the residence of Mr. McDonald. Minute guns brought the Governor and family alongside in surf boats. After the purser, doctor and four other officers and eleven women and children, further attempts to land were useless, owing to the heavy surf. Mr. McDonald returned for a second boat full of eighteen people, but when within fifty feet of shore the boat swamped. One old Irish lady sank with an effort to save herself. All the rest of the night the surf-boats remained on the beach, and the surf-boats were brought in for a second boat full of eighteen people, but when within fifty feet of shore the boat swamped. One old Irish lady sank with an effort to save herself. All the rest of the night the surf-boats remained on the beach, and the surf-boats were brought in for a second boat full of eighteen people, but when within fifty feet of shore the boat swamped. One old Irish lady sank with an effort to save herself. All the rest of the night the surf-boats remained on the beach, and the surf-boats were brought in for a second boat full of eighteen people, but when within fifty feet of shore the boat swamped. One old Irish lady sank with an effort to save herself. All the rest of the night the surf-boats remained on the beach, and the surf-boats were brought in for a second boat full of eighteen people, but when within fifty feet of shore the boat swamped. One old Irish lady sank with an effort to save herself. All the rest of the night the surf-boats remained on the beach, and the surf-boats were brought in for a second boat full of eighteen people, but when within fifty feet of shore the boat swamped. One old Irish lady sank with an effort to save herself. All the rest of the night the surf-boats remained on the beach, and the surf-boats were brought in for a second boat full of eighteen people, but when within fifty feet of shore the boat swamped. One old Irish lady sank with an effort to save herself. All the rest of the night the surf-boats remained on the beach, and the surf-boats were brought in for a second boat full of eighteen people, but when within fifty feet of shore the boat swamped. One old Irish lady sank with an effort to save herself. All the rest of the night the surf-boats remained on the beach, and the surf-boats were brought in for a second boat full of eighteen